



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date and Time: June 14, 2022 @ 1319

Person Contacted: FAA Inspector Michael Loehlein @ [REDACTED]

NTSB Accident Number: ERA22LA252

RE: FAA discussion on the details surrounding the accident.

Narrative:

Inspector Loehlein stated that the pilot appeared nervous to which I agreed as I had gotten off the phone with him several days prior to this call, but since then the pilot had gone “radio silent” and has not responded to my latest request for the 6120 accident report or other details I requested.

The airplane had quite a bit of damage to the left wing. The left wing was sheared off about 9 to 12 inches from the tip and the fuselage on the left side was dented by the left wing that must have bent aft during the collision. It was quite a collision, and the pilot was likely taxing quite fast instead of slowing down in this residential area.

He lost his situational awareness and agreed with me that he likely became “target fixated” on the Beechcraft instead of slowing down and looking at both airplane and forklift.

The taxiway centerline was 18 feet from the forklift and the airplane should have had enough room to pass by and clear both airplane and forklift.

He requested the accident number and he offered to provide any additional assistance to which I replied negative, I have everything I need and will do a record of conversation in lieu of a full FAA report.

[END]



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Air Safety Investigator
Eastern Region Aviation

Date and Time: June 6, 2022 @ 1400

Person Contacted: Pilot; Elionel P Contreras @

NTSB Accident Number: ERA22LA252

RE: Discussion with the pilot on the details surrounding the accident.

Narrative:

The pilot returned my call, and we discussed the accident. He stated that he had about 600 hours total time and that he was there at Spruce Creek to meet with a pilot examiner for a check ride. He flew in from Orlando.

As he was taxiing on taxiway "India" there was a Beechcraft airplane on his right and on his left, there was a forklift that was actually on the taxiway.

There were people around the forklift, and they were not talking to anybody on the radio or CTAF.

He taxied a little further left to avoid hitting the other airplane but struck the forklift with his left wing. The impact threw the airplane to a hard left and forced him into the bushes of the hanger.

The airplane was operating fine and there were no mechanical issues, but he was adamant that the forklift was on an "active taxiway," and it should not have been there. When they measured, the forklift was 18 feet from the taxiway centerline.

He responded that he would get the 6120 submitted.

[END]